DUTCH SHIP SUNK WORTH \$1,500,000

Holland-America Line Agent Astounded at Sinking of Blommersdijk.

GRAIN FOR WILHELMINA

Several Millions More Lost by the Day's Operations

of U-53.

of the six steamships sunk yesterday be the U-53, the Stephano was the largest. The Blomm radijk of the Holland-America Line probably carried the most

The Biommersdijk, with a cargo of 5,000 tons of grain, was bound for Rotterdam. W. Van Doorn, freight agent of the lim, expressed himself last night of that name. counded that the freighter, valued

m of an attack by the German sea

He dwelt on the fact that the ship was bound to a neutral port and that the cargo was consigned to the Government Holland. Even if she had been es-orted into Kirkwall by British pa-ols, he said, her cargo would have been inviolate as the property of the Dutch Government.

The Blommersdiffs salled from her pier in Hoboken Saturday evening and could not have been more than a few hundred miles east of Sandy Hook when she was attacked, or, as Mr. Van Doorn remarked, right off this port. Her commander, Gunther Mohr, w - making his first trip in her. She carried a crew of fifty. in her. She carried a crew of fifty,
She was a single screw, steel vessel of
4.550 tons gross, 245 feet long, 48.6 feet
beam and 23.3 feet depth of hold, was
built in 1907 and originally was called

the Blothers. The Stephano was one of the sturdiest of ships. She was built with ice break-ing lows to make her useful in the seal-ing fisheries off Labrador. For this rea-

Point had a general cargo of about 10,000 tons from London for Newport News, valued at \$500,000. A sister ship, the South Point, was torpedoed about a year ago. F. J. Harnden was captain of the West Point. The crew was made up of thirty men, and Mr. Blackiston did not believe any of them were Americans.

icans.

The British steamship Strathdene, of which the French line is the agent, sailed for Havre from Pier 84, North River, on Saturday evening with a large cargo of munitions, valued at more than \$500,000, for the French Government. The French line officials had received no information has atherwise than that obtained about her otherwise than that obtaine about her otherwise than that obtained from the newspapers. She was valued at nearly \$1,000,000, was built at Green-ock in 1909, measured 4,221 gross tons, was 375.5 feet long, 52 feet beam and 25.5 feet depth of hold. The Christian Knudsen, Capt. Grot-bess, which arrived here on Wednesday

The Christian Knudsen, Capt. Grotness, which arrived here on Wednesday
in bullast from Newport News and went
to Perth Amboy, was a Norwegian
tanker. She belonged to the Interocean
Transport Line. She loaded oil at Perth
Amboy and sailed on Saturday for London. The ship was built at Middlesbrough, England, in 1905, was 350 feet
long, 51.2 feet beam and 26.2 feet depth
of hold. She was valued at \$500,000.
From a considerable collection of ship-From a considerable collection of ship-

AMERICANS ON STEPHANO.

Passengers From Hallfax to New York Numbered Fourteen.

Halifax, N. S., Oct. S.—The passen-gers on the Stephano from Halifax to New York numbered fourteen, of whom six were Americans.

The Americans passengers were Capt. F. S. Riley, John Sperr, J. E. Evans, W. J. Levason, W. E. Ellis, William Bierschenk: British—Miss Sylvia Carew, William Lupin, Miss E. Rixon; Spanish—J. Sancher, F. Fanqua, F. Fernandez and R. Fernandez; Norweglan—J. J.

Lines Carried 73 Passengers.

St. John's, N. F., Oct. S.—Destruction of the Red Cross liner Stephano by a German submarine, described in a press despatch from Boston, caused a shock in this city, where the regular arrival of the craft on her trips from New York against the Cunard property as well a property as well a

had made her well known.

The liner carried seventy-three passengers, the majority Americans. Two-

of ships. She was built with ice breaking lows to make her useful in the seating fisheries off Labrador. For this reason the Russian Government recently purchased her, intending to add her to the Breakers employed to keep Archangel open. She was 326 feet long, of 46 feet beam and 5,006 tons. Capt. Clifford Smith, the skipper, has a home in Brooklyn.

C. W. Howring, head of the Red Cross Line's local agents, Bowling & Co., 17 Battery place, said her cargo condisted mostly of codifieh and he could not see what militar purpose had been served by her sinking. Mr. Bowring was on the Lusitania when she was destroyed.

May Raise West Point.

The West Point was owned by Furses, Withy & Co., 22 Broadway, of which firm Harry C. Blackiston is manager. At effort will be made to raise the versel if site is not completely submerged, he said last night. The West

Buy "Safety first" heating

Over 600 children died in the United States last year from burns of

fireplaces and stoves! Fire losses of \$16,180,000 due to defective heating

devices were paid in the year by insurance adjusters! Why continue

to run risk of life and property loss when you can buy, at big annual fuel economy, the only

BOILERS any building, old or new.

Easy to put oal in the roomy door-a whole day's supply put in the IDEAL Boiler fire-pot

in a minute's tin.e. Easy to run it because you stand erect-gently shake only a few grate

bars at a time The same water is used for years. The IDEAL Sylphon Regulator controls

draft and chec!: dampers automatically to suit weather changes. IDEAL Boilers and AMERI-

CAN Radiators are tested to withstand 20 times as much wear as most excessive requirements

Protect your home forever with Ideal-American heating!

Send today for "Ideal Heating" (free, giving much valuable information or. fuel econo-

mies-for homes, churches, stores, schools and other buildings. Act now, and face every

ing-like radiator heating. In sizes at \$115 up. Sen for catalog.

An unfailing, stationary Vacuum Cleaner

ARCO WAND V cuum Cleaner sits in basement or side oom and cleans

through an iron suction pipe running to each floor. Lasts as long as the build-

These outfits will easily outwear the building in which they are installed. Especially saf for frame buildings. The price is the Josest possible between manufacturer and user. Price is no nigher than asked 'or inferior Accept no substitute! On each IDEAL Boiler and AMERICAN Radiator our name is cast-your guarantee.

Phone your nearest dealer today and

get his estimate. Now quickly put in

SIX SINKINGS COSTLY TO INSURANCE MEN

Underwriters and Merchants Await Advices as to Ships and Cargoes.

Federal Maritime Liability Law Limits Payment to Claimants.

When news of the sinking of the six English, Norwegian and Dutch ships by the German submarine U-53 oc Nan-tucket reached shipping men here yesterday there was much conjecture regard-ing the loss to insurance underwriters and merchants sending goods abroad.

No one in the marine insurance tusiness could be found who would attempt even to approximate the total loss incurred. Whether Germany would pay any claims filed by American merchants shipping to other countries, neutral or otherwise, was the principal point discussed.

Dappers give prominence to the news. The Daily Telegraph foresees a campaign on the American coast if the United States barbors the "pirate craft" and says "we must take counter measures."

"Disagreements more serious for the United States than that over the status

At the end of the first year of the war an American firm filed a claim with Germany for the recovery of a cargo lost on the steamship Glitra. It was alleged by the shippers that their material was not contraband of war and was consigned to a neutral country. A Gerconsigned to a neutral country. A der-man prize court heard the complaint and dismissed the claim. In their opin-lon merchants shipping goods in bellig-erent bottoms did so at their own risk. The final disposition to be made of a petition filed by the Cunard Steamship Company, Limited, in the United States

District Court, September 20 last, may have a bearing on claims which possibly may be filed as a result of the sinking

of the latest ships.

The petition was filed to offset claims against the Cunard company for loss of property as well as injury and loss of life in the Lusitania disaster, the company asking that its liability be limited under the American admiralty laws to \$91,296. The loss of the ship, the lives and the cargo, the petition set forth, occurred without the privity or knowledge of the ship's owners and was "caused by a pub-lic enemy, to wit, by the unlawful tor-pedoing of the Lusitania by a German

limitation proceeding and appointed Henry W. Goodrich special United States commissioner to determine the actual amount for which the Cunard Line would be liable under the limitation. Some of the Lusitania survivors, in-stead of suing the Cunard company, made claims against the German Govmade claims against the German Gov-ernment through the State Department. After a year's negotiations, however, the State Department recently informed the attorneys for the Lusitania survivors' committee that the Department was still unable to say whether or not the Ger-man Government intended to recognize these demands for reimbursement.

RECALLS LUSITANIA CASE BRITISH OBJECT TO U. S. AID TO U BOAT

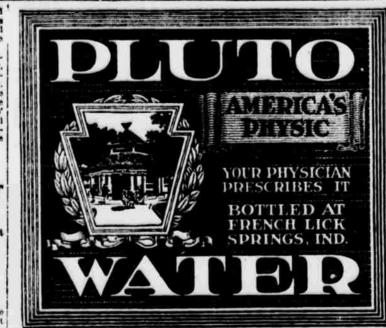
Threaten Trouble for America if "Pirate Craft" Are Allowed to Make Bases Here.

Special Cable Despatch to Tux Sux. LONDON, Oct. 8.—The arrival of the U-53 at Newport, R. I., arouses great interest here, and all the London newspapers give prominence to the news. The

United States than that over the status of the Deutschland and fraught with more serious consequences for the United States are apt to ensue if the U-53 is replenished at American ports and prac-tically uses the coast of the United States as a base for preying on our com-merce," says the editorial.

"Obviously if Germany is allowed to wage such a war off the American coast we must take counter measures. Amer-ican trade will be hampered and incidentally the other side of the Atlantic may become very unhealthy not only for German but for American submarines. All these would be avoided if the United States Government declined to let its coast become a German submarine base. We must still earnestly hope that the American policy will be reconsidered." The Graphic says that if the Ameri-

cans are going to provide shelter and presumably supplies for the German submarines, they cannot hope that all their steamers are going to escape #0 lightly as the Kansan. If the Americans open their harbors to a submarine they me accomplices in its acts, it says.



CAPITAL BELIEVES WILSON MAY ACT

Continued from First Page.

retary Lansing said to the German Gov-

"It has become painfully evident to it semployed and the very methods of attack which their employment of course involves, utterly incompatible with the principles of humanity, the long established and incontrovertible rights of neutrals and the sacred immunities of neutrals and the sacred immunities of non-combatants."

In his last communication to Germany on submarine warfare Secretary Lansing, in referring to the German reply the Sussex case, said:

Special Correspondence to Tan St.v.

PARIS, Sept. 20.—L'Deuter, under the title "A filalogue of the bead," published a conversation between the dead shut up in the Bremen, as the commercial along the bottom of the Atlantic by currents.

First Voice — Deutschland usbang, in referring to the German reply the Sussex case, said:

on submarine warfare Secretary Lans-ing, in referring to the German reply on the Sussex case, said:

"The note of the Imperial German Government under date of May 4, 1916. without the privity or knowledge of the ship's owners and was "caused by a public enemy, to wit, by the unlawful torpedoing of the Lusitania by a German shore is entitled to sink any vessel in sight, lest it should itself be sunk," says the Graphic. "If as a concession to the submarine or submarines in violation of the laws of nations and usages of war as recegnized by civilized nations."

Under the Federal maritime liability law the monetary responsibility in sea disasters is limited to the value of the wreckage recovered plus the freight and passenger moneys taken in by the ship on its last voyage. If the petition of the Cunard company is granted this sum would be divided pro rata among all the claimants.

Federal Judge Julius M. More and those a concession is the submarine to list destruction.

The German theory is that a submarine is entitled to sink any vessel in sight, lest it should itself be sunk," says the Graphic. "If as a concession to the United States. It is specially noted as indicating the purpose of the Impersat Government as to the future that it "is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it is prepared to do its utmost to confine the operations of the future that it "is prepared to do its utmost to confine the operations of the future that it is prepared to do its utmost to confine the operations of the future that it is prepared to do its utmost to c

cunard company is granted this sum would be divided pre rata among all the claimants.

Federal Judge Julius M. Mayer issued an order enjoining the litigants in all the suits so far filled from pressing their acceptable actions during the pendency of the ultimate perial of their neutrality."

The Norwegian harbors and ruthlessly day, the year object of the U boat's visit was to bring the submarine campaign to American waters and to initiate a campaign to strike at the munitions and grain shipments to England and generally affect shipping. This news was known to a few of the foreign attaches vester-lay and of course at the German Embassy. Some linkling of it is undergrain to the strike at the munitions and grain shipments to England and generally affect shipping. This news was known to a few of the foreign attaches vester-lay and of course at the German Embassy. Some linkling of it is undergrain to strike at the munitions and grain shipments to England and generally affect shipping. This news was known to a few of the German Embassy. Some linkling of it is undergrain to strike at the munitions and grain shipments to England and generally affect shipping. This news was known to a few of the German Linkling of it is undergrain to strike at the munitions and grain shipments to England and generally affect shipping. This news was known to a few of the German Linkling of it is undergrain. stood to have leaked to the State Department, but it was hoped until the last that the report would prove un-founded. When THE SUN correspondent in-

formed acting Secretary Polk yesterday that the German submarine U-53 had actually arrived at Newport Mr. Polk plainly indicated that the news came as plainly indicated that the news came as a distinct blow. He showed at once that he regarded it as of the very gravest importance and hurried out to inform the President of certain developments in the situation and also to let Secretary Lansing know of the news. The question of policy will be taken up by the President and the State Depart. he President and the State Departs
t to miscrow. The first move will be
t to miscrow. The first move will be
the State Department to obtain as
the state Department to obtain as the state Department to obtain as by the fact that United States vessels have been rushed to the of the distressed vessels.

BERNHARDT IN U BOAT ZONE. quickly as possible the details of each cone of the distressed vessels. Messages have been coming into the

throughout the day from Rear Admiral Knight, in command of the naval dis-A despatch was received from Ad-

miral Knight saying that the U. S. S. Jara's and other destroyers had left for the vicinity of Nantucket Shoals Light Aside from the immediate issues in-volved, there is also the fear among officials that the presence of a German submarine flotilla in American terri-torial waters, if there is more than the one boat, as suspected, may raise per-plexing questions of neutrality and in fact a most serious issue would be raised if the operations of German submersibles were carried on so near American ports as practically to constitute a blockade.

At the outset of the war, when Allied cruisers tovered off New York so close that commerce was impeded, the State Department, through Mr. Bryan, notified

freat Britain and France of its objections, and the warships were at once moved further out to sea.

Haif a dozen ships destroyed practically within sight of the shores of the United States while American warships havered near to take off the victims aroused reports of German bases and convois.

aroused reports of German bases and convoys.

One renewed report was that large quantities of fuel oil had been submerged at points in the Guif of Mexico, on the coast of Maine and on the Canadian coast. A conjecture which was generally accepted as among the most likely possibilities was that the submarine or submarines are accompanied by merchant submersibles of the Deutschland and Bremen tyre loaded with forand and Bremen type, loaded with tor-sedoes and ammunition.

Many officials leaned to that view and

pointed out that one lone submarine 2,000 miles from a base would scarcely have spent torpedoes so prodically as did Commander Hose to-day unless there was a supply closely at hand.
Representatives of the German Government denied that the U-53 by any

construction of the agreements between the United States and Germany had violated her pledges. One of high rank

"The U-53 and other German sub-marines, if there are others operating with her, are conducting what is known international law, what is known as in international law as cruser warfars. I can assure you the promises given by tiermany to the United States will be strictly lived up to. The U-53 is engaged to doing to commerce of the Allies just what the British tried to do to he beautiful and when the Brit America. Deutschland when she left America.

"It is a plain case of what sometimes is known as commerce raiding. It is being done by submarines, that is all Warfare such as that which has been warfare such as that which has been conducted in the Mediterranean has been brought across the Atlantic. It should be easy to destroy more of the overseas commerce of the Allies, which is principally with America, near where it originates."

Russian Play for Montelair.

air Players have decided to add an cher play to the programme they will present in the Montelair Club half on extober 19. It is a short sketch by Tchekoff, the Eussian playwight, entailed "The Tragedian in Spite of Himself.

LOST U BOAT'S CREW **BEWAIL THEIR FATE**

"Dialogue of the Dead" Depiets Supposed Talk on Sunken Bremen.

without reason!
Another Dead Seaman—And we shall never hear the prayers of our wives over our tombs!

mercantile sailors who had run the A Quartermaster—Yet we were only

blockade!
The Captain—Gott strafe England!
A Voice—Why this useless death?
Another Voice—Our future is beneath the water.
A Midshipman—My hopes!

An Aged Engineer—My children? The Captain—Gott strafe England! How many other submarines have dis-appeared beneath the waters before

A Voice—They were fighting!
The Captain—Such gay piraces were
they! Their periscopes glided slong the surface of the water. As soon as they caught sight of some inoffensive vessel they gave chase. How many hospital ships, harmless increant-men and peaceful sloops have opened under the shock of their torpedoes!

A Voice-It was something to see them hide in the water when a for-pedo boat's smoke was seen rising to heaven!

A Voice—How many have foundered in this war?

A Voice—But that was war!

Another Voice—And we, we were only traders! Why this death of agony, this endless voyage, the sport of the currents?

The Cappain—Cott strafe England! The Captain—Gott strafe England! (The sunken submarine rolls on, on,

A Voice-Why? O Lord! Why? The question of policy will be taken up the President and the State Departiments of wreckage of steel and from and

on Way Here.

Among the liners that may cross today the zone in which the U boat is
day the zone in which the U boat is
day the zone in which the U boat is
day the zone in which the U boat is
day the zone in which the U boat is
day the zone in which the U boat is
day the zone in which the French
from Hordeaux, on which the French
actress, Sarah Berehardt, is a passenger
and the Anchor liner Camerenia, from
(linescow and Liverpool) Among the liners that may

"The Shedder" at Saks'

A new coat for New Yorkers.

She doesn't driz-

zle-she sheds. She doesn't absorb

the rain-she throws it off.

 She is equable in all weathers, fair or foul, sun or shower. but her specialty is keeping dry in the rain, and She is as light - hearted in a cloudburst as a duckling embarking for her maiden trip on the pond.

 Made of rough tweeds and cheviots, in gray, brown, and green mixture effects, as well as in herringbones and diamond weaves; cut in buttonthrough models, sloping at the shoulders on the water shed principle, and dripping with style!

New York's Hit in an all-weather Coat \$25

Saks & Company Broadway at 34th Street.

FOUR U BOATS HERE SURE NOW BREMEN FOR N. Y. BLOCKADE HAS BEEN CAPTURED

ficer, Who Says U-53 Is Converted Trader.

The sinking of the West Point by the U-53 led persons in marine and Gov. the German submarine U-53 at Newport ernment circles yesterday to believe that brought out a reiteration of the repor a number of German U boats are or soon that the Bremen has been captured by will be operating along the Atlantic the British and is now at Rosyth, on the const.

hip of three other submarines, which is stated without qualification. ship of three other submarines, which are now lying off the Long Island coast. Their intention, I firmly believe, is to hold up any British ships which may attempt to go out of New York harbor." These statements were made yesterday by Capt. Douglas G. Hertz of the British army, who has come to New York to spend a few weeks. Capt. Hertz saw service at Verdun and elsewhere in Europe and was invalided home. He left Liverpeol August 19. At that time, he said, a German submarine convoying three others was about station. The commander and crew are

At that time, he said, a German submarine convoying three others was about to set out for American waters.

"Germany's present determination, I have every reason to believe, is to put a blockade on all English shipping out of New York harbor," said Capt. Hertz.

"It knows that this will make or break the military government of Germany and it will make the attempt to tie up enemy shipping, even at the risk of involving the Bremen is at Rosyth." he said. "and

uralized as an American.

That Is Report of English Of- High Foreign Naval Authorities Admit German U Boat Was Caught in Net.

WARHINGTON, Oct. 8 .- The arrival of east coast of Scotland, this time in the "I have it on the very best authority definite form of information communithat the German submarine, which came cated to one of the accredited repreinto Newport Saturday was the mother sentatives of a foreign Government. It

shipping, even at the risk of involving the United States."

Capt. Hertz was been in San Francisco. Both his parents were natives of England, but his father was naturalized as an American.

We have reliable information that the Hermen is at Rosyth," he said, "and until some one examines the Bremen at close range I will not credit the report that she is here."

Within filteen minutes it turned out that the officer was correct.

Saks & Company

Today-On the Main Floor

Imported and Domestic Soft Hats for Men at \$1.95

Regular stock prices, \$3 and \$3.50

NOT even in normal times have we ever offered such values in soft hats for men. In make, finish, style and color they are far diffe ent to what their low price would ordinarily ndicate.

They are hats for well-dressed men, in the colors and styles men want or Fall. Included are:-

Hats from Italy

London-Made Hats

made by a manufacturer famous for producing hats of exceptional durability and fastness of color.

the product o a hatter whose name immediately suggests quality and individuality

And Hats of American manufacture-among them the entire sample line of the well-known Hudson Hat Company of Newark, N. J.

Also 675 Men's Derbies at \$1.95

· Hats that were worth \$3 (retail) be ore the recent advance in raw materia!

Made in black and onion skin, Aldine and Malay brown-popular co'ors for Fall. All sizes.

Smart Autumn Shirts for Men at \$1.50

 These shirts are made of the finest woven materials procurable to-day, in a variety of colors and designs which are both new and exclusive.

They are not \$1.50 shirts. They are superior n every detail to garments usually offered at this price.

The tailoring reflects the skill of specialists, and each shirt contains just the r ght amount of material to nsure max mum com ort under al conditions.

2,000 Men's Silk Scarfs at 55c

The colors combinations and exquisite soft tones shown in these scarfs will tempt the most critical.

There are poplins, repps, mogadors, failles, exclusive brocades, Persians, and a host of other weaves usually confined to much higher-priced neckwear.

Also-A clearance of broken lots of our regular 50c Silk Neckwear at 35c

Men's Handkerchiefs, 6 for 55c

Soft, self-bordered handkerchiefs, n holiday bezes.

Men's Fine Pajamas at \$1.10

• A sample line of a prominent manufacturer. F'annels; striped cotton abries; and durable plain weaves.

Men's Gauntlet Gloves at \$2

Reg. \$2.50 and \$3-Grip pa m gloves of the wellknown Meyer's make. In tan and back.

Men's Gray Mocha Gloves, \$1.50 Prix seam, spear point embroidered backs.

No exclusive agents

Sold by all dealers

genuine "safety first" heating -

demand your protection.

future winter without fear of conflagrations.

Write Department N-9 104-108 West 42nd St. New York.

MONTCLAIR, N. J., Oct. 8 .- The Mont-